

Chapter 7E

OVERLAY DISTRICTS

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7E.1 Purpose

The overlay zoning districts set forth herein are intended to impose regulations and standards in addition to or in lieu of those required by the underlying zoning designation. The requirements of an overlay district shall apply whenever they are in conflict with or are more stringent than those in the underlying zoning district. The following overlay districts are hereby established:

- IL Route 47 Corridor Overlay District;
- Washington Street/IL Route 120 Corridor Overlay District;
- East US Route 14 Corridor Overlay District.
- Adaptive Reuse Overlay District
- Traditional Neighborhood Development Overlay District

7E.2 IL Route 47 Corridor Overlay District

7E.2.1 Purpose

The IL Route 47 Overlay District is created to establish design standards and land use criteria for land abutting IL Route 47 within the City of Woodstock. The intent of this District is to implement the goals and objectives of Woodstock's comprehensive plan documents and the Route 47 Corridor Study, to require these improvements in conjunction with the IL Route 47 Strategic Regional Arterial Plan/Report, and to provide specific standards and criteria which will result in better traffic movement, less vehicular congestion, more efficient access to land adjoining IL Route 47, a safer setting for pedestrians, bicyclists, and motor vehicles, and a visually more attractive environment.

7E.2.2 Application

Any proposal for land abutting IL Route 47 involving new building construction, the establishment of additional building area, a major change and/or expansion of use, or a major change in site layout, including but not limited to parking lot alterations or changes in site access, shall comply with the regulations set forth herein. Cosmetic alterations not requiring a building permit and typical maintenance activities, as well as the renovation and/or interior remodeling of existing structures, are excluded from the provisions of these regulations.

7E.2.3 Area, Bulk, Density, and Setback Regulations

Criteria regarding area, bulk, density, and setback requirements shall be those set forth in Table 7A.2 of this Ordinance, except that the front yard setback on IL Route 47, from US Route 14 south to the City limits and from Ware Road north to the City limits, shall be 90 feet measured from the centerline of IL Route 47.

7E.2.4 Land Use Permitted land uses are those allowed in the underlying zoning district or as otherwise provided for in this Ordinance. A mix of residential and non-residential land use is encouraged within the IL Route 47 Overlay District, subject to the following:

- A. Residential Land Uses. If existing single-family-detached or single-family-attached residential properties are proposed for non-residential or multiple-family uses, consolidation of such properties into a single zoning lot for purposes of shared access shall occur where possible in order to reduce or minimize the number of curb cuts. Residential dwellings on a ground floor are discouraged within the IL Route 47 Overlay District. Dwelling units may be established above the ground floor of any principal structure in the IL Route 47 Overlay District, including those on land zoned for non-residential use, subject to the area and bulk requirements set forth in Table 7A.2 of this Ordinance and applicable provisions of the City's building codes.
- B. Non-residential Land Uses. Retail and service uses are preferred land uses and are encouraged within the IL Route 47 Overlay District. Although the predominant land use on the west side of Route 47 between IL Route 120 and Melody Lane is residential, if zoning and/or land use changes are proposed business uses and professional offices are preferred.

7E.2.5 Layout and Design Standards

- A. Prior to issuance of building permits for new development activity along IL Route 47, exterior facade design plans shall be submitted to the Community Development Department for review and approval. Where applicable, site plans shall also be submitted to the Community Development Department for review and approval.
- B. Off-site improvements, including but not limited to pavement striping, traffic signalization, and directional signage can and may be required. Turning entrance lanes and acceleration/deceleration lanes are required for non-residential, multifamily, and mixed use developments unless the City Engineer determines they are unnecessary. The dedication of additional right-of-way may be required to allow for roadway widening. Where applicable, Illinois Department of Transportation approval shall be obtained.
- C. Where physically possible, adjacent business properties shall provide cross access drives and pedestrian access to allow circulation between sites. Easements shall be dedicated to allow cross access driving lanes and/or frontage drives generally parallel to IL Route 47 for the purpose of providing cross access to and from existing and/or future parking areas on adjoining parcels. Such easements shall be recorded prior to the issuance of any building permits and driveways shall be designed, located, and constructed to take into account future access to adjoining property.
- D. Curb Cut Access and Entrance Requirements

1. Curb cuts along opposite sides of IL Route 47 are encouraged to be located opposite one another to the greatest extent physically possible or to be maintained with an offset that complies with applicable City and Illinois Department of Transportation standards.
2. Where practical, a curb cut shall provide common access to abutting properties. Location of curb cuts and site access shall be based in part on the ability to provide such common access. Easements shall be provided to allow common usage of curb cuts and access drives, and such easements shall be provided and recorded prior to the issuance of any building permits for a site.
3. The number of curb cuts for any parcel or lot shall be the minimum necessary to provide site access. This number shall be determined by the City Engineer and shall require the concurrence of the Illinois Department of Transportation.
4. Curb cuts and driveway approaches shall not be located within acceleration or deceleration lanes, and shall be designed to provide exiting vehicles with unobstructed views.
5. Driveway approaches shall not be greater in width, measured at the lot line, than thirty-six (36) feet for business uses and twenty-five (25) feet for residential uses, or as required by the Illinois Department of Transportation. Curb cuts and driveway approaches which are restricted to “one-way traffic” or “right-in, right-out” movement may be exempted from this requirement by the Community Development Director. (Ordinance Number 09-O-64, adopted October 20, 2009).
6. The driveway specifications and length shall be designed to provide adequate stacking capacity for both entering and exiting vehicles, to prevent vehicles from backing into the flow of traffic on a public street, and to avoid causing conflicts with on-site circulation.
7. Where side road frontage is available and access is physically practical, site access shall occur via collector streets or side roads, in order to lessen and reduce the number of direct access points onto IL Route 47. Such access shall be the maximum distance possible from IL Route 47, with a preferred distance of at least 150 feet.

E. Off-street Parking Requirements

1. Except as herein stated, the minimum number of required off-street parking spaces shall be that which is required by this Ordinance.
2. Off-street parking areas for non-residential, multiple family and mixed-use developments shall be improved with curb and gutter, and paved with a hard, dust-free, surface material. These requirements may be amended by the City Engineer based upon alternative design factors and demonstrated need.
3. Off-street parking areas shall not be located so as to prevent access between a primary building and a pedestrian route. Parking areas are encouraged to be situated to

the side and/or rear of a principal building, and are not permitted within a required front yard.

4. Parking areas shall be designed to connect with parking areas on adjacent sites in order to eliminate or reduce the need for using the street for cross movements.

5. Parking areas and/or driving aisles for non-residential, multiple family, and mixed use developments may be situated within ten (10) feet of a side lot line when they serve a joint parking facility shared by abutting property owners and/or businesses. When joint parking facilities are provided for similar uses, the total number of required parking spaces for each business may be reduced by ten (10) percent. For joint parking facilities for dissimilar uses which have non-overlapping and non-conflicting parking demands, the required number of spaces for both uses may be reduced by up to twenty-five (25) percent based upon the determination of the Community Development Director that such reduction will not result in increased congestion or traffic hazards.

6. Off-street parking areas shall be located and easily accessible with respect to building entrances and pedestrian routes. Parking areas shall not block or otherwise conflict with building entrances and pedestrian routes.

F. Internal Circulation.

Driveways and driving aisles within a non-residential, multiple family, or mixed-use development site shall have sufficient widths and turning radii to accommodate large vehicles including but not limited to buses, semi-trailers, and vans. In no case shall driveway and driving aisle width be less than what is required by this Ordinance.

G. Pedestrian/Bicycle Access

1. Public sidewalks, having a minimum width of four (4) feet and, where physically possible, located a minimum of one (1) foot into the street right-of-way, shall be installed. Where physically impossible, funds in an amount equal to the estimated cost of installing such sidewalks shall be provided to the City and used for the installation, replacement, or repair of sidewalks at an off-site location to be determined by the City Engineer.

2. New sidewalks shall extend to the farthest property line of a parcel and, where applicable, shall connect to existing sidewalks serving adjacent properties. Sidewalks shall extend and connect to adjacent residential neighborhoods, business centers, and major places of employment.

3. All building sites shall be accessible to bicycle traffic. Bicycle storage facilities are encouraged and shall consist of a stationary rack which can securely accommodate the frame and wheels of a bicycle.

H. Architectural Facade and Building Design

1. The appearance of proposed building facades shall be compatible with surrounding structures in terms of design, material, and color.

2. Building facades shall include changes in relief and vertical elements over a minimum of fifteen (15) percent of their street facades. Such changes in relief and vertical elements may be established by and consist of cornices, bases, towers, fluted masonry, or other similar treatments for visual interest and scale.
3. The height and scale of a building shall be compatible with adjoining parcels and neighboring structures, and monotony of design shall be avoided.
4. At least one major entrance to a building shall be oriented toward the public street frontage of a parcel. If a building has frontage on more than one street (a) at least one major entrance shall be oriented toward the street, or (b) a single entrance shall be oriented toward the corner where both streets intersect. A building may have more than one major entrance and a major entrance shall be architecturally emphasized and visible from the street or required parking area.
5. On non-residential, multiple family, or mixed-use development sites, at least twenty-five (25) percent of a building's front elevation shall face the street right-of-way.
6. Land between a building and adjoining street frontage, and not used for driveway or parking improvements, shall be seeded, sodded, or landscaped, and may include surfacing for pedestrian use.
7. Ground floor windows shall be provided on over fifty (50) percent of the ground floor front elevation for retail uses and over twenty-five (25) percent for all other non-residential uses, on buildings located 50 feet or closer to the IL Route 47 right-of-way.
8. Darkly tinted glass and mirrored glass that block two-way visibility are prohibited in ground floor windows on building facades that face a street. The use of such glass is, however, allowed for accent purposes and to emphasize changes in relief on large exterior wall surfaces.

7E.2.6 Signage Signage shall comply with the requirements of the Woodstock sign regulations set forth in this Ordinance.

7E.2.7 Landscaping Landscaping shall be provided for parking areas and the overall site in accordance with applicable City landscape area guidelines.

7E.3 Washington Street/IL Route 120 Corridor Overlay District

7E.3.1 Purpose

The Washington Street/IL Route 120 Corridor Overlay District is created to establish design standards and land use criteria for land abutting Washington Street/IL Route 120 between Throop Street and Woodstock's westerly corporate limits. The intent of this District is to implement the goals and objectives of Woodstock's comprehensive planning documents and to establish specific standards and criteria which will result in better traffic movement, less vehicular congestion, more efficient land use, and a visually more attractive environment.

7E.3.2 Application

Any proposal for land abutting Washington Street/IL Route 120 involving new building construction, the establishment of additional building area, a change and/or expansion of use, or a major change in site layout including but not limited to parking lot alterations or changes in site access, shall comply with the regulations set forth herein. Cosmetic alterations not requiring a building permit and typical maintenance activities, as well as the renovation and/or interior remodeling of existing structures, are excluded from the provisions of these regulations.

7E.3.3 Area, Bulk, Density, and Setback Regulations

Criteria regarding area, bulk, density, and setback requirements shall be those set forth in Table 7A.2 of this Ordinance.

7E.3.4 Land Use

Permitted land uses are those allowed within the underlying zoning designation or allowed in accordance with an approved special use permit. Residential land uses are encouraged on the southerly side of Washington Street/IL Route 120, while a mix of business, service, and light industrial uses are encouraged on the northerly side of Washington Street/IL Route 120.

When a lot or parcel on the northerly side of the Washington Street/IL Route 120 corridor has multiple zoning designations, the zoning designation which occupies the largest percentage of the lot area shall apply to the entire lot or parcel.

7E.3.5 Layout and Design Standards

A. Prior to the issuance of building permits for multifamily and non-residential construction in the Washington Street/IL Route 120 overlay district, exterior facade design plans shall be submitted to the Community Development Department for review and approval. Where applicable, site plans shall also be submitted to the Community Development Department for review and approval.

B. Acceleration and/or deceleration lanes may be required for non-residential, multifamily, and mixed use developments unless the City Engineer determines they are unnecessary.

C. Where physically possible, adjacent properties shall provide common driveways and shared access. Easements shall be dedicated to allow such shared access to exist as a matter of record. Such easements shall be recorded prior to the issuance of any building permits and

driveways shall be designed, located, and constructed to take into account future access to adjoining property.

7E.3.6 Curb Cut Access and Entrance Requirements

A. Where practical, a curb cut shall provide common access to abutting properties. Location of curb cuts and site access shall be based in part on the ability to provide such common access. Easements shall be provided to allow common usage of curb cuts and access drives. Such easements shall be provided and recorded prior to the issuance of any building permits for a site. The number of curb cuts for any parcel lot shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the adjoining street.

B. Curb cuts and driveway approaches shall not be located within acceleration or deceleration lanes, and shall be designed to provide an exiting vehicle with an unobstructed view.

C. Driveway approaches shall not be greater in width, measured at the lot line, than thirty-six (36) feet for business uses and twenty-five (25) feet for residential uses, or as required by the Illinois Department of Transportation. Curb cuts and driveway approaches which are restricted to “right-in, right-out” movement may be exempted from this requirement by the Community Development Director. (Ordinance Number 09-O-64, adopted October 20, 2009).

D. The driveway specifications and length shall provide adequate stacking capacity for both entering and exiting vehicles, to prevent vehicles from backing into the flow of traffic on a public street, and to avoid causing conflicts with on-site circulation.

7E.3.7 Off-street Parking Requirements

A. Except as herein stated, the minimum number of required off-street parking spaces shall be that which is required by this Ordinance.

B. Off-street parking areas for non-residential, multiple family and mixed-use developments shall be improved with curb and gutter, and paved with a hard, dust-free, surface material. These requirements may be amended by the City Engineer based upon alternative design factors and demonstrated need.

C. Off-street parking areas shall not be located so as to prevent access between a primary building and a pedestrian route. Off-street parking areas are encouraged to be situated to the side and/or rear of a primary building, and are not permitted within a required front yard.

D. Parking areas shall be designed to connect with parking areas on adjacent sites in order to eliminate or reduce the need for using the street for cross movements.

E. Parking areas and/or driving aisles for non-residential, multiple family, and mixed use developments may be situated within ten (10) feet of a side lot line only if they serve a parking facility shared by abutting property owners and/or businesses. When joint parking facilities are provided for similar uses, the total number of required parking spaces for each business may be reduced by ten (10) percent. For joint parking facilities for dissimilar uses which have non-overlapping and non-conflicting parking demands, the required number of spaces for both uses may be reduced by up to twenty-five (25) percent based upon the determination of the

Community Development Director that such reduction will not result in increased congestion or traffic hazards.

F. Off-street parking areas shall be located and easily accessible with respect to building entrances and pedestrian routes. Parking areas shall not block or otherwise conflict with building entrances and pedestrian routes.

7E.3.8 Internal Circulation

Driveways and driving aisles within a non-residential, multiple family, or mixed-use development site shall have sufficient widths and turning radii to accommodate large vehicles including but not limited to buses, semi-trailers, and vans. In no case shall driveway and driving aisle width be less than what is required by this Ordinance.

7E.3.9 Pedestrian/Bicycle Access

A. Public sidewalks, having a minimum width of four (4) feet and, where physically possible, located one (1) foot into the street right-of-way, shall be installed. Where physically impossible, funds in an amount equal to the estimated cost of installing such sidewalks shall be provided to the City and used for the installation, replacement, or repair of sidewalk improvements at an off-site location to be determined by the City Engineer.

B. New sidewalks shall extend to the farthest property line of a parcel and, where applicable, shall connect to existing sidewalks serving adjacent properties. Sidewalks shall extend and connect to adjacent residential neighborhoods, business centers, and major places of employment.

C. All building sites shall be accessible to bicycle traffic. Bicycle storage facilities are encouraged and shall consist of a stationary rack which can securely accommodate the frame and wheels of a bicycle.

7E.3.10 Architectural Facade and Building Design

A. The appearance of proposed building facades shall be compatible with surrounding structures in terms of design, material, and color.

B. Building facades shall include changes in relief and vertical elements over a minimum of fifteen (15) percent of their street facades. Such changes in relief and vertical elements may be established by and consist of cornices, bases, towers, fluted masonry, or other similar treatments for visual interest and scale.

C. The height and scale of a building shall be compatible with adjoining parcels and neighboring structures, and monotony of design shall be avoided.

D. At least one major entrance to a building shall be oriented toward the public street frontage of a parcel. If a building has frontage on more than one street (a) at least one major entrance shall be oriented toward the street, or (b) a single entrance shall be oriented toward the corner where both streets intersect. A building may have more than one major entrance and a major entrance shall be architecturally emphasized and visible from the street or required parking area.

E. Land between a building and adjoining street frontage, and not used for driveway or parking improvements, shall be seeded, sodded, or landscaped, and may include surfacing for pedestrian use.

F. Ground floor windows shall be provided on over twenty-five (25) percent of the ground floor front elevation for retail uses and over twenty (20) percent for all other non-residential uses, on buildings located 50 feet or closer to the IL Route 120/Washington Street right-of-way.

G. Darkly tinted glass and mirrored glass that block two way visibility are prohibited in ground floor windows on building facades that face a street.

7E.3.11 Signage

Signage shall be designed and installed in accordance with the requirements of the Woodstock sign regulations set forth in this Ordinance.

7E.3.12 Landscaping

Landscaping shall be provided for both parking areas and the overall site in accordance with applicable City landscape area guidelines.

7E.4 Adaptive Reuse Overlay District

The adaptive reuse overlay district may exist in all zoning districts. School buildings, public buildings, hospitals, churches, and other similar uses which are located within existing residential neighborhoods may no longer be suitable for their intended public use as circumstances change. Because the use of these buildings is unique and different from other special uses, the adaptive reuse overlay district provides specific regulations allowing for the reuse activity intended to promote the public health, safety, comfort, morals, and convenience, by insuring that such uses are compatible with their surroundings.

7E.4.1 Procedures for Adaptive Reuse Overlay District

The adaptive reuse overlay district shall be established as a special use. Application for an adaptive reuse overlay district shall be made to the City and shall be accompanied by all required plans and documents. Additional information may be required by the Community Development Director in order to verify that the proposed overlay district meets applicable requirements and standards set forth in this Ordinance.

- A. A special use permit approved for an adaptive reuse overlay district shall not become effective until approved in accordance with the procedures of this Section and until the ordinance approving the overlay district special use is recorded in the Office of the McHenry County Recorder. (Ordinance Number 09-O-64, adopted October 20, 2009).
- B. The adaptive reuse overlay district is intended to be attached to existing zoning districts as an overlay special use. Where such an overlay district involves the subdivision and platting of land, compliance with the subdivision review and approval procedures set forth in this Ordinance is required. As part of the overlay district approval process, variances and waivers of the requirements otherwise set forth in this Ordinance may be granted without having to proceed through a separate variation or waiver approval process.
- C. Items necessary in order to apply for a special use for an adaptive reuse overlay district, shall include, but are not limited to, the following:
 - 1. A detailed site plan showing the intended reuse.
 - 2. A detailed landscape plan.
 - 3. An explanation of how the reuse of the site is compatible with the ordinances and comprehensive planning documents of the City.
 - 4. The intended uses of the site and the parking calculations for these uses.

7E.4.2 Adaptive Reuse Overlay District Uses

- A. Uses within the special use overlay district may include, but are not limited to, the following:

- Private kindergarten, elementary, high, and junior high schools
- Business and technical schools
- Clubs, lodges, and fraternal organizations
- Colleges and universities
- Community recreational centers
- Convalescent centers
- Cultural and entertainment centers
- Dance and music academies and conservatories
- Day care centers, child and adult
- Dormitories, housing accommodations, and associated facilities, when associated with an educational institution
- Elderly housing
- Fire station
- Government offices
- Institutional housing, congregate care, group homes, group dwellings, and assisted living
- Libraries
- Municipal recreational facilities
- Museums
- Nursery schools
- Nursing homes
- Personnel training centers
- Police stations
- Pre-school
- Professional offices (Ordinance Number 09-O-64, adopted October 20, 2009).
- Religious uses, including chapels, churches, convents, monasteries, parsonages, rectories, religious assembly halls and meeting rooms, religious reading rooms, seminaries, synagogues and temples
- Sanitariums
- Schools, public
- Schools, private
- Special educational institutions
- Studios for art ceramics, and similar skills
- Studios for drama, speech, and similar skills
- Trade schools

- B. Limited Commercial Uses. Uses on sites adjacent and abutting a commercial district and having frontage on a primary or secondary road may, as part of the special use, may be the same as uses permitted in the B1 and B2 zoning districts.

7E.4.3 Design Standards

- A. The reuse of a site shall not negatively impact the existing character of the neighborhood in which it is located.
- B. The reuse of a site shall be in compliance with all applicable ordinances. Structures which do not comply with all applicable codes and ordinances shall be upgraded to meet the minimum standards specified herein prior to their reuse.
- C. When a building is proposed for reuse, additional parking may be required.

7E.5 Traditional Neighborhood Overlay District

7E.5.1 Purpose

The purpose of the Traditional Neighborhood Development (TND) Overlay District is to establish standards and procedures to guide new development and redevelopment in a manner consistent with the historic character and development pattern of the existing City, while providing an alternative to typical suburban-style development patterns. A TND:

- Has a higher overall residential and commercial density than conventional projects of the same acreage.
- Provides for a mix of uses, including residential, commercial, and civic uses.
- Incorporates a system of narrower, interconnected streets with sidewalks and bikeways that offer multiple routes for motorists, pedestrians, and bicyclists and provides for the connection of those streets to existing and new development.
- Provides for a mix of housing types and sizes to accommodate households of all ages, sizes, and incomes.
- Retains existing buildings with historical features or other features that define the character of the community.
- Replicates the size, scale and mass of existing buildings and structures in the older parts of the City.
- Provides for a more efficient use of land and infrastructure.
- Implements the City's adopted comprehensive planning documents.

7E.5.2 Procedures for Traditional Neighborhood Development Approval

- A. TND Approval. A TND shall be reviewed and approved as a Planned Unit Development. Application TND approval shall be made to the City and shall be accompanied by all required plans and documents. Additional information may be required by the Community Development Director in order to verify that the proposed TND meets applicable requirements and standards set forth in this Ordinance.

Commentary:

Traditional neighborhoods typically result in certain social objectives, which may include the following:

- *By bringing within walking distance most of the activities of daily living, the elderly and the young gain independence of movement.*
- *By reducing the number and length of automobile trips, traffic congestion is reduced and road construction is minimized.*
- *By organizing appropriate building densities, public transit becomes a viable alternative to the automobile.*
- *By providing a full range of housing types and work places, age and economic class are integrated and the bonds of an authentic community are formed.*
- *By providing suitable civic buildings, community-wide initiatives are encouraged and supported.*

- B. TND and Zoning Changes. Any zoning change approved for a TND shall not be effective until approved in accordance with the procedures of this Section and until the ordinance approving the TND is recorded in the Office of the McHenry County Recorder. It is the intent of this Ordinance that the physical development or redevelopment of a TND not occur until after a final plat document has been reviewed and approved in conformance with the requirements of this section and/or applicable portions of this Ordinance.
- C. The TND designation is intended to be attached to existing zoning districts as an overlay designation. As part of the TND approval process, variances and waivers of the requirements otherwise set forth in this Ordinance may be granted without having to proceed through a separate variation or waiver approval process.

7E.5.3 Permitted Uses

The TND may depart from strict conformity with the density, design, dimension, area, height, bulk, use, and other regulations set forth in these regulations, as long as said departures are included as part of the approved TND documents. The uses permitted in a TND shall be governed by the permitted uses in the underlying zoning district, the uses set forth in the ordinance approving the TND or the materials included as part of the documentation comprising the approved TND final plat.

7E.5.4 Traditional Neighborhood Development Design Standards

- A. A TND should have the following features:
1. A neighborhood with a discernible center, or focal point, such as a square or green, and sometimes a busy or memorable street corner.

Commentary:

Traditional neighborhoods are compact, characterized by a diverse mix of uses, are pedestrian friendly, and are intended to ensure the following:

- *The neighborhood is limited in area to that which can be traversed in a ten-minute walk.*
- *Residences, shops, workplaces, and civic buildings are located in close proximity to each other.*
- *A hierarchy of streets which serve the needs of the pedestrian and automobile equitably.*
- *Physically defined squares and parks provide places available for formal social activity and recreation.*
- *Private buildings form a clear edge, defining the street space.*
- *Civic buildings reinforce the identity of the neighborhood, providing places of assembly for social, cultural and religious activities.*

2. Most of the dwellings within a five-minute walk (averaging 1,800 feet) of the neighborhood center.

3. A variety of available dwelling types, including detached and attached single family homes, rowhouses, apartments, so that a diverse population may live in the same neighborhood.
4. Shops and offices at the edge of the neighborhood, and of sufficient variety to provide for a household's weekly needs.
5. Elementary schools located so that most children can walk from their homes.
6. Streets within the neighborhood forming an inter-connected network, and dispersing traffic by providing pedestrians and motor vehicles a variety of routes to any destination.
7. Relatively narrow streets sized according to traffic demands of the uses facing the street, and shaded by rows of shade trees.
8. Buildings in the neighborhood center placed close to the street, creating well-defined outdoor space.
9. Garages and parking lots rarely facing the street, with parking relegated to the rear of buildings and usually accessed by alleys.
10. Certain prominent sites at the termination of street vistas or in the neighborhood center reserved for civic buildings, which can be used for education, religious, and cultural activities.

B. Permitted uses in a TND may consist of the following:

1. A range of residential uses, including:

<ul style="list-style-type: none"> ▪ Single-family detached dwellings. ▪ Single-family attached dwellings, including duplexes, townhouses, and row houses. ▪ Multifamily dwellings, including senior housing. 	<ul style="list-style-type: none"> ▪ For infill development, the range of residential uses may be satisfied by existing residential uses. ▪ Residential units on upper floors above commercial uses or to the rear of storefronts.
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2. Commercial areas, within a walking distance of approximately 10 to 15 minutes or ½ to ¾ mile (existing commercial areas within a distance of a 15-minute walk or ¾ mile may satisfy this requirement), including:

<ul style="list-style-type: none"> ▪ Day care centers, child and adult. ▪ Retail shops and stores. 	<ul style="list-style-type: none"> ▪ Artist and artisan studios and shops. ▪ Restaurants, cafes and coffee shops, excluding
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- drive-through or franchise architecture.
 - Offices, including professional and medical offices.
 - Service businesses such as barber, dry cleaning or similar business.
 - Bed and breakfast establishments, as well as small hotels or inns that occupy an existing residential dwelling or the upper floors of a new or existing commercial structure.
 - Music, dance or exercise studios.
3. Civic or institutional and open space uses, including:
- Civic or institutional uses serving public or community needs, such as:
 1. Municipal offices, fire stations and post offices.
 2. Libraries, museums and galleries.
 3. Community meeting facilities.
 4. Places of worship, churches and related uses.
 5. Public and private schools and other educational facilities.
 - Civic or institutional uses, other than schools, located as part of the commercial area. Existing civic or institutional uses within a 15-minute walk or a distance of 3/4 mile may satisfy the requirement for civic or institutional uses.
 - Open space uses, such as a central square, parks, playgrounds, greenways, natural areas, and outdoor recreation areas. Large outdoor recreation areas should be at the periphery of neighborhoods rather than at central locations.

7E.5.5 Density Standards

The density or number of permitted dwelling units in a TND may be greater than that allowed prior to the change to a TND. The maximum density or number of dwelling units allowed by the underlying zoning shall be adjusted upward as a bonus awarded for furthering certain public objectives, as set forth in Section 7E.5.5.B herein.

A. Conditions for calculating residential densities

1. Areas used for nonresidential purposes shall not be counted towards the calculation of overall density or allowable number of dwelling units in a TND.
2. All dwelling units constructed above or at the rear of commercial uses are allowed in addition to the number of dwelling units authorized under this section. However, the total number of such additional dwelling units shall not be increased by more than 10 percent of the base residential density.

B. Residential density bonuses

1. The base residential density in a TND shall be 20 percent higher than the maximum residential density for a conventional development in accordance with the underlying zoning district.
2. An increase in density or in the number of allowable dwelling units is permitted where the TND provides housing for low or moderate income households. For each affordable dwelling unit provided under this section, one additional dwelling unit shall be permitted, up to a maximum 10 percent increase in dwelling units.

C. Commercial density

The commercial density of a TND shall range from a minimum of 125 square feet of commercial floor area per residential dwelling unit to a maximum of 300 square feet of commercial floor area per residential dwelling unit. This shall include retail, food service, office and service uses. The commercial component shall be constructed prior to the commencement of construction of the final 25 percent of the dwellings in the TND.

7E.5.6 Lot Standards

A variety of lot sizes and types shall be provided to facilitate housing diversity and choice and to meet the needs of people with different housing needs.

A. Lot Diversity. Lot layouts should provide for blocks that are generally in the range of 200 to 400 feet deep by 600 to 800 feet long. Perimeter lots should be similar in size to those on land adjacent to the TND.

B. Street plane. A single street plane should be formed by designing or improving adjacent buildings and lots with uniform setbacks and evenly spaced buildings, however, projections or recesses from the front façade are allowed.

C. Lot widths. Lot widths should be similar to those of surrounding sites.

D. Front Setback for Mixed or Nonresidential Uses. Civic and commercial buildings have no minimum setback, but should be aligned with existing adjacent development where possible, or with similar setback distances for historically significant buildings in the older parts of the City.

E. Front Setback for Residential Uses. For infill and where possible with new (contiguous) development, front setbacks for new housing should be established that respond to existing setbacks on either side of and/or across the street from the new development. Setbacks shall not differ more than 5 feet from adjacent setbacks.

F. Side Setbacks. Provision for zero lot-line single-family dwellings may be permitted, provided a reciprocal access easement is recorded for both lots and that attached dwellings have pedestrian access to the rear yard by means other than through the principal structure.

7E.5.7 Project Review and Engineering

A. Architectural Standards. A variety of architectural features and building materials shall be used to give each building or group of buildings a distinct character.

B. Standards for Existing Structures

- Existing structures, if historic or architecturally significant, shall be protected from demolition or encroachment by incompatible structures or landscape development.
- The Secretary of the Interior's Standards for Rehabilitation of Historic Buildings shall be used as the criteria for renovating historic or architecturally significant structures.

C. Standards for New Structures

- Size, Scale and Mass. New structures within a TND shall be no more than 2 and ½ stories for single-family residential uses, or four stories for commercial, multi-family, or mixed uses. New structures within a TND shall be similar in size, scale and mass to existing structures constructed prior to 1945.
- Architectural Style. The architectural style of a building shall be continued in all of its major features on all sides visible from a public street. If new structures for retail or other commercial uses exceed an individual footprint of 5,000 square feet, then the facades of such buildings shall be designed to appear as multiple buildings.
- New structures may be constructed in any architectural style but incorporating elements of the mid-western vernacular is strongly encouraged. However, if such structures are built using elements and forms of Victorian, Craftsman/Bungalow, Prairie School or colonial revival style, such elements shall be based upon an architectural inventory of the existing structures in the region. Stylistic details characteristic of other regions of the United States are discouraged.
- Entries and Facades. The front facade of the principal building on any lot in a TND shall face onto a public street and shall not be oriented to face directly toward a parking lot. Porches, pent roofs, roof overhangs, hooded front doors or other architectural elements shall define the front entrance to all residences. For commercial buildings, a minimum of 30-percent of the front facade on the ground floor shall be transparent, consisting of windows or door openings allowing views into and out of the interior. For retail buildings, a minimum of 40-percent of the front facade on the ground floor shall be transparent, consisting of windows or door openings allowing views into and out of the interior.
- Standards for Accessory Apartments. Accessory apartments may be placed on a single-family detached residential lot within the principal building or an accessory building provided that:
 - The accessory apartments shall not exceed 800 square feet in area.
 - If located within a separate building or as an addition to the principal building, the accessory apartments shall be installed, located, or constructed only in the rear yard and shall meet all side yard setback requirements for principal uses.
- Exterior Colors. Exterior colors shall comply with the City's project review design standards and guidelines.
 - Fluorescent, day glow and/or neon colors shall not be permitted. Where such colors

- constitute a component of a standardized corporate theme or identity, muted versions of such colors may be used.
- Color schemes shall be used consistently throughout the property and on both the upper and lower portions of buildings, and on all façades of a building or structure.
- **Standards for Exterior Signs.** The design and placement of exterior signs shall comply with the sign regulations contained in this Ordinance, and shall complement the scale of the development and its surroundings.
 - **Standards for Exterior Lighting.**
 - Street lights shall be decorative and blend with the architectural style of the TND. Street lights shall provide adequate lighting while minimizing adverse impacts, such as glare and overhead sky glow, on adjacent properties.
 - In commercial or civic areas and parking lots, decorative lamps 18 feet in height shall be posted at regular intervals for pedestrian activity.
 - In multi-family areas, exterior lighting shall comply with approved project review standards and guidelines.
 - **Factors for Determining Historic or Architectural Significance.** A structure shall be at least fifty (50) years old; and meet one or more of the following criteria:
 - Its location is a site of a significant local, county, state, or national event.
 - It has character, interest, or value which is part of the development, heritage, or cultural characteristic(s) of the city, the county, the state, or the nation.
 - It is identified with a person or persons who significantly contributed to the development of the city, county, state, or the nation.
 - It embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials.
 - It is identified with the work of a master builder, designer, architect, or landscape architect whose individual work has influenced the development of the city, county, state, or the nation.
 - It embodies elements of design, detailing, materials, or craftsmanship that render it architecturally significant.
 - It embodies design elements that make it structurally or architecturally innovative.
 - It has a unique location or singular physical characteristics that make it an established or familiar visual feature.
 - It has character which is a particularly fine or unique example of a utilitarian structure, including, but not limited to, commercial buildings, factories, industrial buildings or structures, including pump houses or viaducts, with a high level of integrity or architectural significance.
 - It establishes a sense of time and place unique to the City.
 - It is suitable for preservation or restoration.
 - It is included in the National Register of Historic Places and/or the Illinois Register of Historic Places.
 - It has yielded, or may be likely to yield, information important to pre-history or other areas of archaeological significance.
 - It is an exceptional example of a historic or vernacular style or one of few remaining in the City.

- Landscaping and Screening Standards. Overall composition and location of landscaped areas, including screening and buffering features, shall comply with the approved landscape standards of the City and shall complement the scale of the development and its surroundings.

7E.5.8 Circulation

The circulation system shall be used to organize and define the community, acting as functional and visual links between neighborhoods, the TND center, civic and commercial areas and open space. The circulation system shall be interconnected both internally and to existing development in order to achieve adequate traffic capacity, connected pedestrian and bicycle routes, controlled through traffic, limited lot access to streets intended for higher traffic volumes, and safe and efficient mobility through the community.

A. General Street Design. Traffic calming features such as curb extensions, traffic circles, and medians may be used to encourage slow traffic speeds.

B. Pedestrian Circulation. Pedestrian circulation systems that minimize conflicts with automobiles shall be provided throughout all development sites that consist of more than one building, and shall connect all buildings to public sidewalks. Where feasible, existing pedestrian routes through the site shall be preserved and enhanced.

- Walkways in residential uses. Clear and well-lighted walkways, 4 to 5 feet in width depending on anticipated pedestrian traffic, shall connect entrances into multifamily dwellings with adjacent public sidewalk and parking areas on the site.
- Walkways in civic, mixed and nonresidential uses. Clear and well-lighted walkways shall connect building entrances with adjacent public sidewalk and to parking areas on the site. Such walkways shall be a minimum of 5 feet in width, and shall be landscaped where feasible with trees, shrubs and other plant material.
- Transit access. Where transit service is planned, pleasant and convenient access to transit stops shall be provided. Future transit stops should be depicted.
- Crosswalks. Intersections of pedestrian paths with streets shall be designed with clearly defined edges and may include walk-outs or similar design features. Crosswalks shall be well lit and defined with contrasting paving materials or striping.

C. Bicycle Circulation. Convenient bicycle circulation systems that minimize conflicts with automobiles and pedestrians shall be provided throughout all development sites that include new or improved streets. Where feasible, existing bicycle routes through the site shall be preserved and enhanced.

D. Motor Vehicle Circulation. Motor vehicle circulation shall be designed to minimize conflicts with pedestrian access and circulation, as well as with surrounding residential uses.

- Existing street grid. Site designs should maintain the existing street grid, where present, and restore any disrupted street grid where feasible.

- Service vehicles. Service vehicle access shall be provided so as not to conflict with pedestrian use. Access points for service vehicles should provide as direct a route as possible to service and loading dock areas, while avoiding movement through parking areas.
- Snow removal. Site design shall include areas for snow storage unless an acceptable snow removal plan is provided.
- Impervious surfaces. Reduction of impervious surfaces through the use of interlocking pavers or similar means is encouraged for areas that serve low-impact parking needs, such as remote parking lots, parking areas for periodic uses and parking in natural amenity areas.

E. Street Configuration.

- In order to limit and slow through traffic, local streets with narrower roadways, shorter lengths, and other geometric configurations are encouraged. No lot shall be more than 1,200 feet from a street intersection.
- Intersections shall be at a 90 degree or right angle whenever possible, but in no case less than 75 degrees. Low volume streets are encouraged to be aligned to form three-way intersections creating an inherent right-of-way assignment (the through street receives precedence) in order to reduce accidents without the use of traffic controls. A low volume street that intersects with a higher-order street, such as a collector, is encouraged to be aligned with another street to form a four-way intersection, which can easily be regulated by a stop sign or other traffic control device.
- The orientation of streets and pedestrian access should enhance the visibility of open spaces and prominent buildings, and provide for the maximum number of lots with southern exposure. All streets shall terminate at other streets or at public land, except as specified below.
- Streets and access lanes that terminate in cul-de-sacs may be permitted only when topography prevents the use of loop streets.
- Local streets may terminate in stub streets with temporary turn-arounds when such streets act as connections to future phases of the development.
- Curb cuts for driveways to individual residential lots shall be prohibited along arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses.

7E.5.9. Street Classification Standards

Each street within a TND shall be classified as follows in order to establish its design criteria and traffic carrying capacity. Such design criteria is set forth in Table 7E.1:

A. Medium-Volume Commercial Street. This street is designed for a mixed-use City center or neighborhood commercial center. The primary function is access to commercial or mixed-use buildings, but it is also part of the major street network. On-street parking, whether diagonal or

parallel, helps to slow traffic and facilitate pedestrian traffic. Additional parking is provided in public and/or private lots to the side or rear of buildings, and alleys may be used for deliveries and alternate access.

B. Medium-Volume Residential Street (or Subcollector). This street is designed for primary access to individual residential properties, to connect streets of lower and higher function, and to access the major street network. The design speed shall be 25 miles per hour.

C. Low-Volume Residential Street. This street is designed for primary access to individual residential properties as well as access to adjacent streets. Traffic volumes are relatively low, with a design speed of 25 mph.

D. Residential Access Lane. This street is designed for primary access to a limited number of residential properties. With minimal traffic volumes, traffic is completely subservient to the residential environment. Access lanes can be constructed as cul-de-sacs, loop street, or short connecting streets, and generally serve 25 or fewer homes. Bicycle and pedestrian connections shall be provided from cul-de-sac bulbs.

E. Alley. These streets provide secondary access to residential properties where street frontages are narrow, where the street is designed with a narrow width to provide limited on-street parking, or where alley access development is desired to increase residential densities. Alleys may also be used to provide delivery access or alternate parking access to commercial properties.

7E.5.10 Ownership and Maintenance of Public Spaces Provision shall be made for the ownership and maintenance of streets, squares, parks, open space, and other public spaces in a TND by dedication to the City, or to an entity of the City' choosing, including but not limited to a home-owners or property-owners association, a private not-for-profit conservation organization, or a combination thereof.

7E.5.11 Failure to Initiate Construction After Approval

A. Approval of a TND shall be valid for no more than three (3) years from the date of approval unless within such time period construction of required infrastructure has commenced or issuance of a building permit has been obtained and construction of a building foundation has started.

B. The time-frame stated herein may be extended for up to one (1) year by the Community Development Director if an extension request is filed with the City prior to the expiration of the approved TND. Any additional extensions of an approved TND may be granted by the City Council for a time period of up to one (1) year upon written request of the applicant.

C. At such time that the validity of an approved TND lapses, all uses, terms, and conditions set forth in said TND shall be declared null and void.

Table 7E.1: Street Classification Standards and Criteria					
	Medium volume commercial	Medium volume residential	Low volume residential	Residential access lane	Public alley
Average daily traffic volume	750 or more	750-1500	250-750	Less than 250	Not applicable
ROW width	70' or more	60'	45-55'	40-55'	20'
Pavement	40' or more, depending on number of lanes	31'	28'	28'	16' for two-way traffic, 12' for one-way
Auto travel lanes	Two or three 12' lanes with bike lanes, or two 14' curb lanes without bike lanes,	Two 10' lanes with two 4' bike lanes, or two 14' lanes w/o bike lanes	Two 10' lanes	One 14' lane	Two 8' lanes for two-way traffic, or one 12' lane for one-way traffic
Bicycle lanes	Two 4' lanes, or 14' wide curb lanes for autos and bikes	Two 4' lanes next to 10' auto lanes, or none with 14' auto lanes	Two 4' lanes with two auto travel lanes, or no bike lanes with one 14' auto lane (queuing)	None	None
Parking	Both sides	None, one, or both sides	None, one, or both sides	One or both sides	None (access to individual drives & garages outside ROW)
Sidewalks	Both sides, 4' minimum	Both sides, 4' minimum	Both sides, 4' to 5' minimum	One side (21' pavement) or both (28' pavement) sides, 4' minimum	None
Curb and gutter	Required	Required	Required, but inverted curb may be approved by City Engineer	Required, but if private, inverted curb may be permitted	Not required